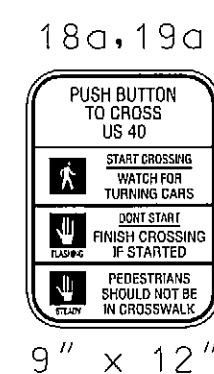


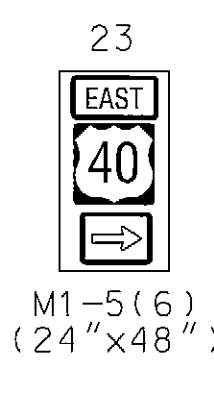
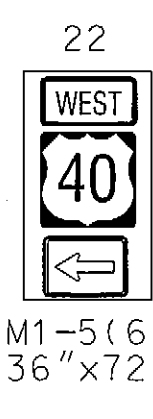
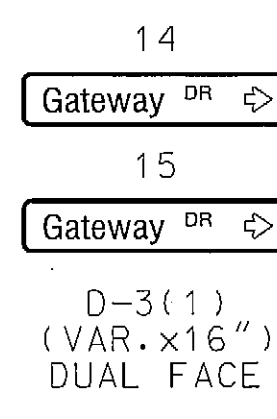


US 40 IS ASSUMED TO RUN
IN AN EAST-WEST DIRECTION

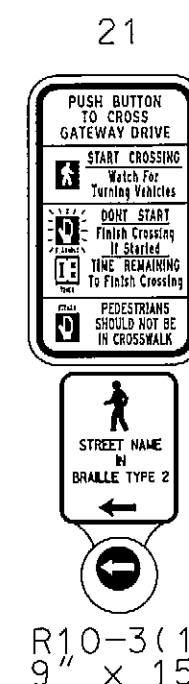
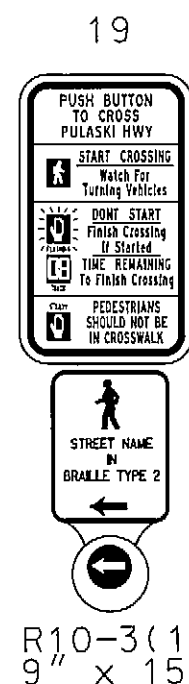
EXISTING SIGNS TO BE REMOVED



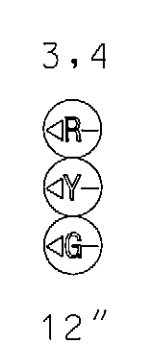
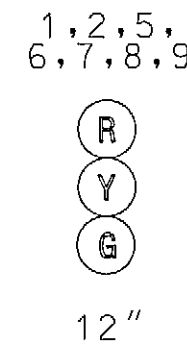
EXISTING SIGNS



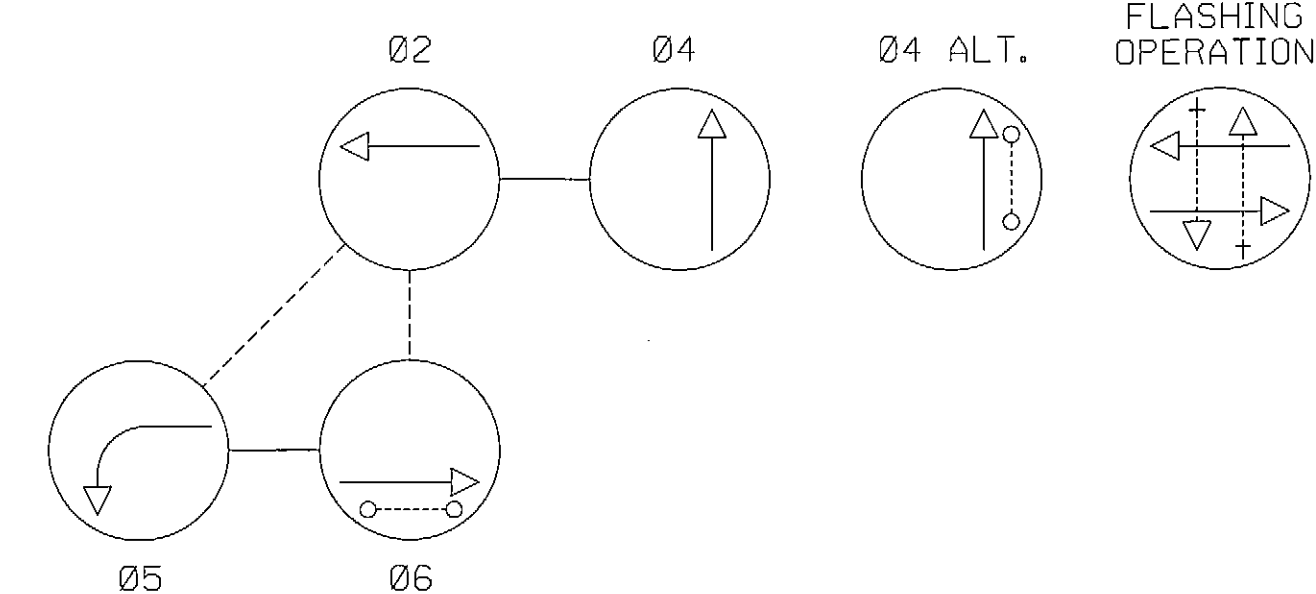
PROPOSED SIGNS



EXISTING SIGNALS



NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

US 40 WESTBOUND (PULASKI HIGHWAY)

US 40 EASTBOUND (PULASKI HIGHWAY)

CONSTRUCTION DETAILS

- INSTALL CONCRETE FOUNDATION WITH 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS GATEWAY DRIVE"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
- INSTALL CONCRETE FOUNDATION WITH 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS GATEWAY DRIVE"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
- USE EXISTING PEDESTAL POLE. REMOVE EXISTING PEDESTRIAN PUSHBUTTON AND R10-4(1) SIGN. EXISTING L.E.D. COUNTDOWN PEDESTRIAN SIGNAL HEAD TO REMAIN. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS PULASKI HWY"). DISCONNECT EXISTING PUSHBUTTON ELECTRICAL CABLE AND CONNECT ELECTRICAL CABLE TO NEW PUSHBUTTON. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
- USE EXISTING PEDESTAL POLE. REMOVE EXISTING PEDESTRIAN PUSHBUTTON AND R10-4(1) SIGN. EXISTING L.E.D. COUNTDOWN PEDESTRIAN SIGNAL HEAD TO REMAIN. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS PULASKI HWY"). DISCONNECT EXISTING PUSHBUTTON ELECTRICAL CABLE AND CONNECT ELECTRICAL CABLE TO NEW PUSHBUTTON. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
- INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- REMOVE EXISTING SIDEWALK AND CURB. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED. REPLACE 5 INCH CONCRETE SIDEWALK AND STANDARD TYPE 'A' CONCRETE CURB.
- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE.
- USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT (2-WIRE CENTRAL CONTROL UNIT).

GENERAL NOTES

- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E-2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.

SPECIAL NOTE:

CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.

UTILITY LEGEND

—SD—	SD	STORM DRAIN
—G—	G	GAS MAIN
—W—	W	WATER MAIN
—S—	S	SEWER MAIN
—E—	E	ELECTRIC CABLES
—A—	A	AERIAL CABLES
—T—	T	TELEPHONE CABLES
—F—	F	FIBER-OPTIC

APPROVALS

TEAM LEADER	
ASST. DIR. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

TOD NO: XY125-12

SHA NO: HA400855

US 40; Woodbridge Way/Bus. Center
Way/Gateway Dr./Treetop Dr./Paul
Martin Drive



WHITMAN, REQUARDT
& ASSOCIATES, LLP
801 South Caroline Street, Baltimore, Maryland 21201

TSP-3



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 40 (PULASKI HIGHWAY) AND
GATEWAY DRIVE
(EDGEWOOD, MARYLAND)

TRAFFIC SIGNALIZATION PLAN

SCALE: 1" = 20' DATE: 04/19/982 CONTRACT NO. AW-603-504-478

DESIGNED BY: J. GORDON COUNTY: HARFORD
DRAWN BY: J. GORDON LOGMILE: 12004003.08
CHECKED BY: J. GORDON TMS NO.:
F.A.P. NO.: TOD NO.:

TS NO. 1860C DRAWING TSP-3 OF 6 SHEET NO. 3 OF 6

PLOTTED: September 25, 2012
FILE: N:\9809-238(CADD)\S&G-TSP3_US40_Gateway.dgn